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Copy 8 of 12

30 January 1967

MEMORANDUM FOR THE RECORD

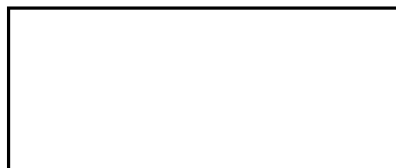
SUBJECT : U-2R Trip Report of 24 January 1967.

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1. On 24 January 1967 Messrs. [redacted] and [redacted] met with the following LAC personnel at Burbank to discuss the status of the U-2R program:

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2. LAC agreed to forward to D/R&D by 15 February a report containing the latest aerodynamic, engine and weight data for standard day conditions. If available, non-standard day data would also be included. These data will be used by ASD/R&D to update the performance evaluation of the Model U-2R as required. The Stability and Control report is underway but no completion date was forecast. The Structural Analysis report will be one of the last reports to be prepared.

3. In addition to the above general remarks, answers to specific questions were as follows:

a. How much U-2R wind tunnel testing was done, which tunnels and what scale models? -- Two weeks in the LAC low speed tunnel and one week in the Ames high speed 11' x 11' tunnel with a 1/15 scale model.

b. How much previous wind tunnel data was used and what extrapolations were made, if any, to the U-2R configuration? -- The original U-2R proposal was based on extrapolated data. The current predictions are based on the U-2R wind tunnel test results.

USAF review(s) completed.

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c. What previous U-2 flight data were used? -- Flight results of the U-2C with the enlarged duct and the -13B engine. Also the buffet boundary data were used directly for the U-2R.

d. How much U-2R flight testing is projected? Will high altitude testing be done early in the program, i.e., how soon will full pressure suits be required? -- Approximately one airplane year of flight testing is projected to include aerodynamic tests and all [ ] of the present baseline configuration. High altitude testing will begin immediately upon initiation of flight testing. However, LAC test pilot [ ] has a pressure suit which can be adapted for use in the U-2R.

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e. How much previous U-2 structural data is useable and what additional structural analysis is required? -- Only the basic loads background is useable from the previous U-2 data. A completely new and independent structural analysis is required for the U-2R.

f. What is the most current weight estimate? Empty weight is up 223 lbs. of which equipment changes account for 217 lbs.

g. What additional weight increments are foreseen? Are there any potential areas of weight decrease? -- No additional airframe increases are contemplated. However, any additional equipment will increase the weight. There are no potential areas of weight decrease.

h. With [ ] baseline configuration now established, what is the total electrical power requirement? -- 10.5 KVA AC and 162 AMPS DC.

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i. Are there any aircraft systems which might require redundancy not currently provided? -- No.

j. Status of cockpit mods suggested by the pilots? -- Incorporated.

k. Status of yaw indicator investigation? -- Will provide a yaw string.

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25X1D 4. LAC submitted copies of a memorandum to [redacted] D/R&D, which outlined specific unresolved problem areas in the [redacted]. The memorandum pointed out that the lack of security cleared personnel at various vendor plants and conflicting requirements and conflicting answers to LAC questions further complicated the problems. D/R&D took immediate action by phone to initiate corrective action through D/M who arranged for the necessary security clearances and for immediate coordination meetings between LAC and the various [redacted] vendors.

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ASD/R&D/OSA

25X1A ASD/R&D/OSA [redacted] gd (30 January 1967)

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